

**Belvedere:**  
*Jerry Butler*

July 22, 2004

**Corte Madera:**  
*Melissa Gill*

**TO:** Transportation Authority of Marin Commissioners

**Fairfax:**  
*Lew Tremaine*

**RE:** Regional Measure 2 Project Allocations for Highway 101 Greenbrae Interchange Corridor project for FY 04/05 – Agenda Item 9

**Larkspur:**  
*Joan Lundstrom*

Dear Commissioners:

**Mill Valley:**  
*Dick Swanson*

MTC recently approved the process to utilize Regional Measure 2 funds for projects, which requires eligible agencies to secure an MTC allocation before incurring any RM2 reimbursable expenses. Multiple allocations a year are permitted and expected as a project proceeds with development, such as advancing from an environmental phase, to a design phase, to construction. To secure the allocation, MTC must be reassured about any impediments to proceeding, reassured about the deliverability of the project and its full funding, and be shown that the draw on RM2 funds is at least proportional to the other funds to be used in the project.

**Novato:**  
*Pat Eklund*

**Ross:**  
*Tom Byrnes*

**San Anselmo:**  
*Peter Breen*

**San Rafael:**  
*Al Boro*

This first allocation request provides funds to hire a project manager for TAM and to enter into an agreement with Caltrans for preparation of an environmental document for the Highway 101 Greenbrae Interchange Corridor project. At a future TAM meeting, staff will provide an overview of each of the four projects:

**Sausalito:**  
*Amy Belser*

**Tiburon:**  
*Alice Fredericks*

1. Sir Francis Drake Boulevard Widening
2. Highway 101 Greenbrae Interchange Corridor
3. Cal Park Tunnel Rehabilitation and Approaches for Bike/Pedestrian Use
4. Central Marin Bike/Pedestrian Ferry Access

**County of Marin:**  
*Susan Adams*  
*Hal Brown*  
*Steve Kinsey*  
*Cynthia Murray*  
*Annette Rose*

The TAM project manager will need to work closely with Caltrans to prepare and process all required agreements/documents and work with Caltrans and the community during development of the project details. The TAM project manager will also need to work closely with the City of Larkspur and the County of Marin for above projects 1 and 3 respectively, to prepare and process all required agreements/documents. Also, for project 4, the TAM project manager will need to work with all potential implementing agencies to determine who will implement the project. Finally, the TAM project manager will comply with MTC requirements for future allocation requests, quarterly progress reports, and reimbursements to implementing agencies.

**Recommendation**

1. Adopt the attached resolution affirming the Updated Initial Project Report and authorizing the Executive Director to request a FY04/05 allocation.
2. After the allocation is received, direct staff to amend the FY 04/05 budget to reflect anticipated revenues and expenditures, and the addition of an additional staff member at the Associate/Senior Civil Engineer level in Public Works staff to manage all RM2 efforts on behalf of TAM.

Sincerely,

Craig Tackabery  
Executive Director

c: Jit Pandher, Caltrans

**Resolution No.            2004-05**

**RM2 Implementing Agency Resolution of Project Compliance**

**Implementing Agency: Transportation Authority of Marin**

**Project Title: U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements**

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, Transportation Authority of Marin is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Transportation Authority of Marin is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that on March 2, 2004, the Marin County Board of Supervisors created the Transportation Authority of Marin by Resolution No. 2004-21, pursuant to Section 180050 of the California Public Utilities Code ("PUC"). As required by California PUC Section 180051(a) and California Government Code Section 65089(a), a majority of City and Town Councils of Marin County, representing a majority of the incorporated population of Marin, have concurred on the membership of the Transportation Authority of Marin and designated the Transportation Authority of Marin as the Congestion Management Agency for Marin County.

Resolved, that Transportation Authority of Marin, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that Transportation Authority of Marin certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

Resolved, that Transportation Authority of Marin approves the Updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin approves the cash flow plan, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin is authorized to submit an application for Regional Measure 2 funds for U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that there is no legal impediment to Transportation Authority of Marin making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Transportation Authority of Marin to deliver such project; and be it further

Resolved that Transportation Authority of Marin indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Transportation Authority of Marin, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that Transportation Authority of Marin shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that Transportation Authority of Marin shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that Transportation Authority of Marin authorizes its Executive Director to execute and submit an allocation request for work projected to be in FY 04/05 and FY 05/06, for the environmental phase of Project 2, U.S. 101 Greenbrae Interchange Corridor element, in the amount of \$3,533,000, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority of Marin application referenced herein.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 22nd day of July 2004, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Transportation Authority of Marin

ATTEST:

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Executive Director

# **Regional Measure 2**

## **Initial Project Report (IPR)**

### **U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements**

**Updated July 22, 2004 PM**

# **INITIAL PROJECT REPORT**

## **RM-2**

### **PROJECT INFORMATION**

#### **Project Title**

Marin U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements.

A portion of which is MRN030003 (TIP Id) for the Cal-Park Hill Tunnel Rehab & Class 1 Bikeway Imp.

#### **Project Sponsor / Implementing Agency**

The above project is composed of four independent individually functional elements as follows:

- 1) Sir Francis Drake Blvd widening, sponsored by the Transportation Authority of Marin (TAM) and to be implemented by the city of Larkspur,
- 2) Hwy 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including constructing Wornum Interchange to replace a number of existing hook ramps, sponsored by the Transportation Authority of Marin and implemented by Caltrans,
- 3) California Park Hill Tunnel Rehabilitation and Class 1 Bikeway, sponsored by the Transportation Authority of Marin and implemented by Marin County.
- 4) Central Marin Ferry Access Improvements, sponsored by the Transportation Authority of Marin, the lead implementing agency is undetermined at present.

The Transportation Authority of Marin will be the responsible agency in conjunction with the respective lead agencies for delivering the RM-2 funded portions and seeking RM-2 funding allocations.

#### **Detailed Project Description**

Each of the independent projects and their utility are described below:

- 1) Sir Francis Drake Blvd widening - This project is to widen westbound Sir Francis Drake Blvd from roughly the entrance/exit from the Golden Gate Bridge, Highway and Transportation District Larkspur Ferry Terminal to the northbound U.S. 101 ramps. The City of Larkspur has longstanding desires to widen this to provide two continuous lanes westbound on Sir Francis Drake Blvd through the interchange. The City already invested about \$25,000 to remove a railroad trestle that was the primary constraint to this widening last year after the structure was hit by a crane.
- 2) U.S. 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. - This project is to construct a full service diamond interchange at Wornum Way to replace a number of nonconforming hook ramps on both sides of the highway, which will eliminate the need for northbound traffic entering the highway at Industrial Way to have to exit and reenter the highway at Sir Francis Drake Blvd.
- 3) California Park Hill Tunnel Rehabilitation and Class 1 Bikeway - This project is to rehabilitate an old railroad tunnel and improve it and construct related pathway improvements to provide bicycle/pedestrian improvements to connect the San Rafael Transit Center in downtown San Rafael and the Larkspur Ferry Terminal in Larkspur.
- 4) Central Marin Ferry Access Improvements - This project is to provide a bicycle/pedestrian connection from Wornum Dr (east of Hwy 101) to the north side of Sir Francis Drake Blvd. This includes a crossing of Corte Madera Creek by a new bridge or possible widening of the U.S. 101 northbound off-ramp to the north side of Corte Madera Creek where the Larkspur Ferry Terminal is located, and a crossing of Sir Francis Drake Blvd to connect with the Cal Park tunnel and bikeway.

Collectively all of these projects will improve the operation of the Greenbrae interchange, which is a major access to the Richmond-San Rafael Bridge and provide multi-modal access to and from the Golden Gate Bridge Highway, and Transportation District's Larkspur Ferry terminal.

## **INITIAL PROJECT REPORT**

### **RM-2**

#### **PROJECT DELIVERY**

##### **Impediments to Project Completion**

This project, composed of four independent elements, is of great interest to local communities represented by the County of Marin, City of Larkspur and Town of Corte Madera, the Association of Bay Area Governments (the Central Marin Ferry Access connections complete a segment of the Bay Trail) and the bicycling community. The proposed improvements will require outreach to the affected communities. Since the project crosses a navigable portion of the Corte Madera Creek, reviews and clearances will be required from: Coast Guard, Army Corp of Engineers, US Fish and Wildlife, Bay Conservation and Development Commission, and Cal Fish and Game. Due to the project location, crossing the Corte Madera Creek, it will also be of interest to the environmental communities. The coordination of any work with the U.S. 101 HOV Gap Closure project needs to be incorporated into this project's development to minimize any unnecessary delays and optimize traffic flow. The project may ultimately require exceptions to the interchange spacing standards, but this should not be a serious problem as the interchange spacing proposed is a significant improvement over the existing situation. At present no agency has indicated that they are prepared to assume the maintenance responsibility for the ultimate Ferry Access project, so the Transportation Authority of Marin has not developed a detailed implementation schedule for that particular work element.

##### **Phase Status**

**Sir Francis Drake Blvd widening westbound Larkspur Landing Circle west to U.S. 101**-The County of Marin, City of Larkspur and Golden Gate Bridge, Highway and Transportation District have been pursuing options, including signal interconnection and optimization and possible lane additions to reduce congestion of this segment over the last 14 years. **Environmental** This project should be able to be implemented by Larkspur with a categorical exemption or negative declaration as the facility operates below State and local standards, and the improvement can fit within the existing paved roadway section. **Design** Following December 2004, we should have a Project Study Report to insure that the proposed widening will be consistent with the ultimate interchange project. **Right-of-Way** As noted this can be implemented between the existing curb lines so no right of way should be needed. **Construction** Construction will be scheduled to minimize conflicts with the U.S. 101 HOV Gap Closure project.

**Hwy 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including Wornum Interchange** For more than 15 years the County of Marin, Town of Corte Madera, City of Larkspur, and Golden Gate Bridge, Highway and Transportation District have pursued options, including bus HOV lanes and interchange studies to reduce congestion of this interchange. **Environmental** The interchange project will require an Environmental Impact Report to address the wetlands / habitat impacts and potential community concerns about reconfiguration of the Hwy 101 interchanges. **Design** The CH2M Hill design concept generally conforms to the design standards; a project study report is being prepared and is expected to be completed by December 2004. Following the preparation of an EIR from Feb 2005 to Jan, 2007 the PS&E would be drafted from Jan, 2007 to Oct, 2009. **Right-of-Way** Some right-of-way will be required for the Wornum interchange improvements, right-of-way acquisition would begin in July, 2007 and be complete and certified by May, 2009. **Construction** The construction of the new interchange will need to be carefully coordinated to minimize the disruption to the community.

**California Park Hill Tunnel Rehabilitation and Class 1 Bikeway** The County of Marin, as lead agency, has worked with the cities of Larkspur and San Rafael to pursue this element over the last 4 years. **Environmental** The County filed a CEQA Categorical Exemption and is preparing a NEPA mitigated Categorical Exemption to be filed in the next few months on the tunnel rehabilitation and bike path project. **Design** With the available project funds the County proceeded with the development of a 30% project design. **Right-of-Way** The major elements of the project are entirely within Golden Gate Bridge, Highway, and Transportation District owned right-of-way and they are amenable to the project. It is expected that an access easement will need to be acquired to connect the bike path from the railroad right-of-way to the



## **INITIAL PROJECT REPORT**

### **RM-2**

public street. **Construction** The project is reopening of a partially collapsed tunnel that will have to address typical tunneling issues.

**Central Marin Ferry Access Improvements** The City of Larkspur initiated the Central Marin Ferry Study, in cooperation with Marin County and the Town of Corte Madera, Golden Gate Bridge, Highway, and Transportation District, and Caltrans. The City has completed an alternatives feasibility analysis, which identifies a preferred alternative route, and has asked the Transportation Authority of Marin to identify an implementing agency for the construction and maintenance phases of the project. **Environmental** The project contains a crossing of Corte Madera Creek and will likely require resource agency permitting. **Right-of Way** This project could largely be implemented in existing, publicly owned rights of way, or primarily in existing road rights-of-way with some smaller connections needing to be acquired. **Construction** A significant element of this project will be a bridge construction or widening project, depending on the alternative ultimately selected.

### **Operability**

Each of the individual projects has independent operability considerations.

1. Sir Francis Drake Blvd widening – This will become part of the local roadway system maintained by the City of Larkspur with Gas Taxes
2. U.S. 101 Greenbrae Interchange Corridor from Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including Wornum Interchange to replace a number of existing hook ramps – These improvements would primarily be maintained by the State through the SHOPP program, which is funded through Gas Tax.
3. California Park Hill Tunnel Rehabilitation and Class 1 Bikeway – This project will become part of the county bikeway system maintained by the Marin County Parks, Open Space and Cultural Affairs Department.
4. Central Marin Ferry Access Improvements – The maintenance will likely be provided by Caltrans and/or the appropriate City and County Parks Departments.

### **Project Delivery Milestones**

1) Sir Francis Drake widening  Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05	10/31/05				
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05	2/1/06				
Final Design - Plans, Specs. & Estimates (PS&E)	2/1/06	8/1/06				
Right-of-Way Activities /Acquisition (R/W)	4/1/06	8/1/06				
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	10/1/06	05/31/07				

## INITIAL PROJECT REPORT

### RM-2

2) Hwy 101 Greenbrae Interchange Corridor SFD to south of Tamalpais including Wornum Interchange  Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05	1/12/07				
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05	2/1/06				
Final Design - Plans, Specs. & Estimates (PS&E)	1/16/07	10/19/09				
Right-of-Way Activities /Acquisition (R/W)	7/10/07	5/27/09				
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	7/7/10	11/21/13				

3) Cal Park Hill Tunnel Rehabilitation and Bike Path  Phase milestone	Planned - Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	Ongoing	5/31/04	Ongoing	11/31/04		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	Ongoing	5/31/04	Ongoing	11/31/04		
Final Design - Plans, Specs. & Estimates (PS&E)	2/1/06	8/1/06	12/1/04	4/30/06		
Right-of-Way Activities /Acquisition (R/W)	4/1/06	8/1/06	4/1/05	4/30/06		
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	10/1/06	05/31/07				

4 A) Ferry Access phase A - Wornum to Corte Madera Creek at U.S. 101  Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05	10/31/05				
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05	2/1/06				
Final Design - Plans, Specs. & Estimates (PS&E)	9/1/05	3/1/06				
Right-of-Way Activities /Acquisition (R/W)	11/1/05	11/1/06				
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	5/1/06	9/31/06				

4B) Ferry Access phase B, crossing the Corte Madera Creek and Sir Francis Drake Blvd not yet scheduled, since no agency has indicated they would be willing to assume responsibility for maintenance of the facility.

## **INITIAL PROJECT REPORT**

### **RM-2**

#### **PROJECT BUDGET**

##### **Total Project Budget Information**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,686
Design - Plans, Specifications and Estimates (PS&E)	\$10,975
Right-of-Way Activities /Acquisition (R/W)	\$500
Construction / Rolling Stock Acquisition / Operating Service (CON)	\$56,247
Total Project Budget (in thousands)	\$70,908

##### **Prior Expenditure Information**

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any remaining balance to be expended.

##### **Expenditures To-Date by Phase**

<b>Phase</b>	<b>Date of last Expenditure</b>	<b>Amount Expended to date (Thousands)</b>	<b>Balance Remaining To be Expended (Thousands)</b>
ENV / PA&ED TAM & CT	7/04	\$149	\$50-
PS&E Marin Co BTA	4/04	\$550	
R/W			
CON / Operating LRKSPR	6/03	\$25	
Total to date (in thousands)		\$774	\$50

##### **Expenditures To-Date by Fund Source**

<b>Fund Source Expended to Date</b>	<b>Date of last Expenditure</b>	<b>Amount Expended to date (Thousands)</b>	<b>Balance Remaining To Be Expended (Thousands)</b>
Larkspur Road funds for project element 1	6/03	\$25	
Marin CMA funds for project element 2		\$99	
Calif Dept Trans PPM funds for project element 2	4/04	\$100	
Marin Co BTA & TE funds for project element 3	4/04	\$550	\$3,358
Marin 101 HOV Gap Closure BCDC ABAG Bay Trail mitigation for project element 4			\$400
Total to date (in thousands)		\$774	\$3,758

#### **RM-2 FUNDING INFORMATION**

##### **RM-2 Funding Need**

The Transportation Authority of Marin anticipates the need for \$4.233 M to undertake the needed environmental review and preliminary engineering of elements of all of the various projects in FY 04/05 with the cash flow extending to FY05/06. Then in FY 05/06 the Transportation Authority of Marin expects to need \$637 K for Right-of-Way and Design Engineering and another \$9.519 M for engineering and tunnel improvements in FY06/07. Construction would be distributed from 05/06 on depending on the project. Generally the Transportation Authority of Marin expects our RM2 funding needs to match the following table:

**Initial Project Report**  
**RM-2**  
**RM-2 Deliverable Segment**  
**RM-2 DELIVERABLE SEGMENT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements													Project ID:		
Agency: Transportation Authority of Marin													Plan Date: July, 22,2004		
RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
SF Drake Blvd Widening	Envir RM2		33												33
SF Drake Blvd Widening	Design RM2			66											66
SF Drake Blvd Widening	Con RM2				330										330
US 101 Greenbrae IC	Envir RM2		3,533												3,533
US 101 Greenbrae IC	Design RM2				2,186	2,185	2,185								6,556
US 101 Greenbrae IC	Con RM2								37,423						37,423
US 101 Greenbrae IC	Con Eng RM2								1,436						1,436
Cal Park Hill Tunnel	Design RM2		519												519
Cal Park Hill Tunnel	Con RM2				6,573										6,573
Ferry Access Phase A	Envir RM2		78												78
Ferry Access Phase A	ROW RM2			500											500
Ferry Access Phase A	Design RM2		70	71											141
Ferry Access Phase A	Cons RM2				430										430
Ferry Access Phase B*	Envir RM2													492	492
Ferry Access Phase B*	Eng RM2													1,422	1,422
Ferry Access Phase B*	Const RM2													5,468	5,468
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
RM-2 SEGMENT FUNDING TOTAL															
			4,233	637	9,519	2,185	2,185		38,859					7,382	65,000

Comments:

When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

**(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)**

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in an operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

## **INITIAL PROJECT REPORT**

### **RM-2**

#### **RM-2 Needs for Next Fiscal Year**

As described above the Transportation Authority of Marin anticipates the need for \$857,000 in FY 05/06 to design the Sir Francis Drake Widening, continue the Greenbrae Interchange environmental, design and acquire ROW for Ferry Access A elements of the Greenbrae Interchange /Ferry Access project mix.

#### **RM-2 Expenditure Needs for Fiscal Year**

The TAM expected fiscal year 04/05 fiscal needs for RM-2 funding expenditure breakdown by quarter, to facilitate allocation of funds during the current fiscal year are:

RM-2 FY <u>04/05</u> Planned Expenditures	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Total FY <u>04/05</u> - Escalated -(Thousands)
ENV / PA&ED		\$503	\$505	\$616	\$1,735
PS&E			\$259	\$260	\$519
R/W					
CON / Operating					
Total (in thousands)		\$503	\$764	\$876	\$2,254

As the Transportation Authority of Marin and project leads would be committing to environmental contracts and design contracts assurance of commitments for FY 05/06 and FY06/07 would be desirable.

Projected needs for the next FY are:

RM-2 FY <u>05/06</u> Planned Expenditures	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Total FY <u>05/06</u> - Escalated -(Thousands)
ENV / PA&ED	\$505	\$505	\$505	\$505	\$2,020
PS&E	\$136	\$71			\$207
R/W				\$500	\$500
CON / Operating					
Total (in thousands)	\$641	\$576	\$505	\$1,005	\$2,727

## **INITIAL PROJECT REPORT**

### **RM-2**

**RM-2 Expenditure Needs for Fiscal Year for Project 2 U.S. 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd.** The cash expenditures from the current allocation request for the Project 2 U.S. 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. are expected to be:

RM-2 FY <u>04/05</u> Planned Expenditures	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Total FY <u>04/05</u> - Escalated -(Thousands)
ENV / PA&ED		\$503	\$505	\$505	\$1,513
PS&E					
R/W					
CON / Operating					
Total (in thousands)		\$503	\$505	\$505	\$1,513

RM-2 FY <u>05/06</u> Planned Expenditures	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Total FY <u>05/06</u> - Escalated -(Thousands)
ENV / PA&ED	\$505	\$505	\$505	\$505	\$2,020
PS&E					
R/W					
CON / Operating					
Total (in thousands)	\$505	\$505	\$505	\$505	\$2,020

Total both years \$3,533 K

## **FUNDING INFORMATION**

### **OVERALL**

#### **TOTAL PROJECT - Committed Funding**

The Greenbrae Interchange / Larkspur Ferry Access Improvements were being independently pursued prior to Regional Measure 2, and now have been almost fully funded through Regional Measure 2. The only prior ongoing outstanding funding commitments are:

- A \$908,000 BTA grant for the Cal Park Hill Tunnel Rehabilitation and Bike Path,
- a \$3,000,000 TEA commitment to the Cal Park Hill Tunnel Rehabilitation and Bike Path,
- a \$400,000 Hwy 101 HOV Gap Closure commitment for the Central Marin Ferry Access project, and
- a \$100,000 PSR commitment by Caltrans to the Hwy 101 Greenbrae Interchange Corridor from Sir Francis Drake Blvd to Tamalpais Dr.

**Initial Project Report**  
**RM-2**  
**Total Project**  
**TOTAL PROJECT FUNDING PLAN**  
(Amounts Escalated in Thousands)

Project Title: Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements												Project ID:				
Agency: Transportation Authority of Marin												Plan Date: July 22, 2004				
TOTAL PROJECT: COMMITTED + UNCOMMITTED																
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
SF Drake Blvd Widening	SF Drake Widening Envir RM2	33													33	
SF Drake Blvd Widening	SF Drake Widening Design RM2	66													66	
SF Drake Blvd Widening	SF Drake Widening Con RM2	330													330	
US 101 Greenbrae IC	US 101 GB IC Ct PSR Design CT	50	50												100	
US 101 Greenbrae IC	US 101 GB IC Envir RM2	3,533													3,533	
US 101 Greenbrae IC	US 101 GB IC Design RM2	2,186 2,185 2,185													6,556	
US 101 Greenbrae IC	US 101 GB IC Con RM2	37,423													37,423	
US 101 Greenbrae IC	US 101 GB IC Con Eng RM2	1,436													1,436	
Cal Park Hill Tunnel	Cal Park Tunnel PE & Envir BTA	550													550	
Cal Park Hill Tunnel	CalPark Tunnel PE & Env BTA & TE	2,171													2,171	
Cal Park Hill Tunnel	Cal Park Tunnel Final Design RM2	519													519	
Cal Park Hill Tunnel*	Cal Park Tunnel Con BTA & TE	1,187													1,187	
Cal Park Hill Tunnel*	Cal Park Tunnel Con RM2	6,573													6,573	
Cal Park Hill Tunnel*	Cal Park Tunnel Con TLC	1,500													1,500	
Ferry Access Phase A	Ferry Acc Envir RM2 Phs A RM2	78													78	
Ferry Access Phase A	Ferry Access RM2 ROW Phs A RM2	500													500	
Ferry Access Phase A	Ferry Accss Desgn RM2 Phs A RM2	70	71												141	
Ferry Access Phase A	Ferry Access Con RM2	430													430	
Ferry Access Phase A	Ferry Access Con BCDC	400													400	
Ferry Access Phase B*	Ferry Access Envir RM2 Phs B RM2														492	492
Ferry Access Phase B*	Ferry Accss Desgn RM2 Phs B RM2														1,422	1,422
Ferry Access Phase B*	Ferry Access Con RM2 Phs B RM2														5,468	5,468
TOTAL PROJECT: COMMITTED + UNCOMMITTED FUNDING TOTAL																
		600	6,454	637	12,606	2,185	2,185	38,859							7,382	70,908

Comments:

. \*When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

**TOTAL PROJECT – Uncommitted Funding**

The funding previously shown fully funds project 1, 2, 3, and 4 based on current preliminary cost estimates.

**Initial Project Report**  
**RM-2**  
**Total Project**  
**UNCOMMITTED FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements											Project ID:				
Agency: The Transportation Authority of Marin											Plan Date: 30-June-04				
<b>UNCOMMITTED FUNDING PLAN</b>															
Expected Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Uncommitted	TOTAL
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Uncommitted	TOTAL
<b>UNCOMMITTED FUNDING TOTAL</b>															

Comments:

Enter only *Uncommitted* funding necessary to complete the project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter committed funding - enter committed funds in the Committed Funding Plan.  
Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For Planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).



**TOTAL PROJECT – Total Funding** The full cost of the projects is:

**Initial Project Report**

**RM-2**

**Total Project**

**TOTAL PROJECT FUNDING PLAN**

(Amounts Escalated in Thousands)

Project Title: Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements												Project ID:					
Agency: Transportation Authority of Marin												Plan Date: July 22, 2004					
TOTAL PROJECT: COMMITTED + UNCOMMITTED																	
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL		
SF Drake Blvd Widening	SF Drake Widening Envir RM2	33													33		
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Ferry Access Phase A	Ferry Access RM2 ROW Phs A RM2	500													500		
Ferry Access Phase A	Ferry Accss Desgn RM2 Phs A RM2	70	71												141		
Ferry Access Phase A	Ferry Access Con RM2	430													430		
Ferry Access Phase A	Ferry Access Con BCDC	400													400		
Ferry Access Phase B*	Ferry Access Envir RM2 Phs B RM2														492	492	
Ferry Access Phase B*	Ferry Accss Desgn RM2 Phs B RM2														1,422	1,422	
Ferry Access Phase B*	Ferry Access Con RM2 Phs B RM2														5,468	5,468	
			Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
TOTAL PROJECT: COMMITTED + UNCOMMITTED FUNDING TOTAL																	
		600	6,454	637	12,606	2,185	2,185	38,859								7,382	70,908

Comments:

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Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

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## **INITIAL PROJECT REPORT**

### **RM-2**

#### **GOVERNING BOARD ACTION**

See attached resolution

#### **CONTACT / PREPARATION INFORMATION**

Contact information for this application is:

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- Hamid Shamsapour, Larkspur Public Works Director, (415) 927-5017, [hshamsapor@larkspurcityhall.org](mailto:hshamsapor@larkspurcityhall.org), 400 Magnolia Ave, Larkspur, CA 94939
- Debra Sue Johnson, Assistant Public Works Director, (415) 497-4624, [djohnson@ci.corte-madera.ca.us](mailto:djohnson@ci.corte-madera.ca.us), PO Box 159, Corte Madera, CA 94925
- Jit Pandher, Caltrans Project Manager, (510) 286-6425, [Jit\\_Pandher@dot.ca.gov](mailto:Jit_Pandher@dot.ca.gov), P.O.Box23660, Oakland, CA 94623-0660
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Art Brook prepared the Initial Project report with significant assistance from the parties identified above and other Caltrans staff.

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